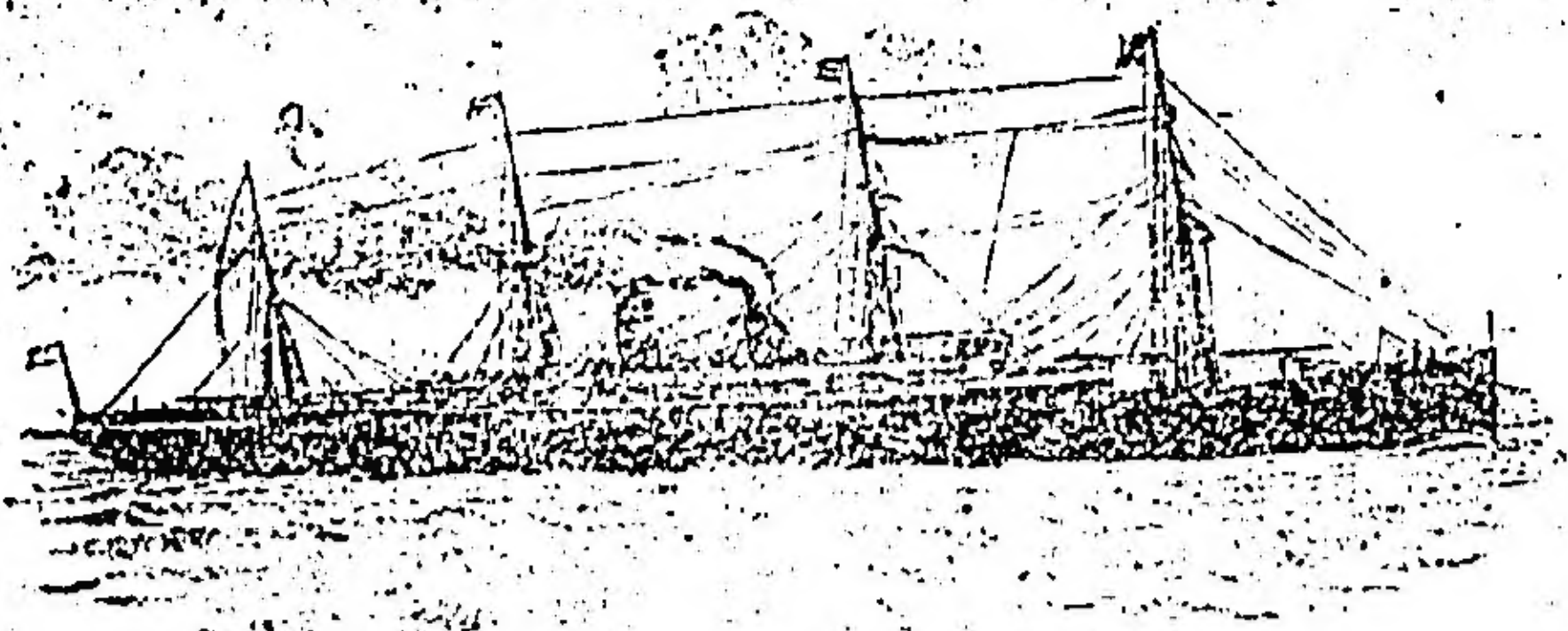






## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

### PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 4th November, at Noon.
"NIPPON MARU"	THURSDAY, 13th November, at Noon.
"PERU"	THURSDAY, 20th November, at Noon.
"COPTIC"	FRIDAY, 28th November, at Noon.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

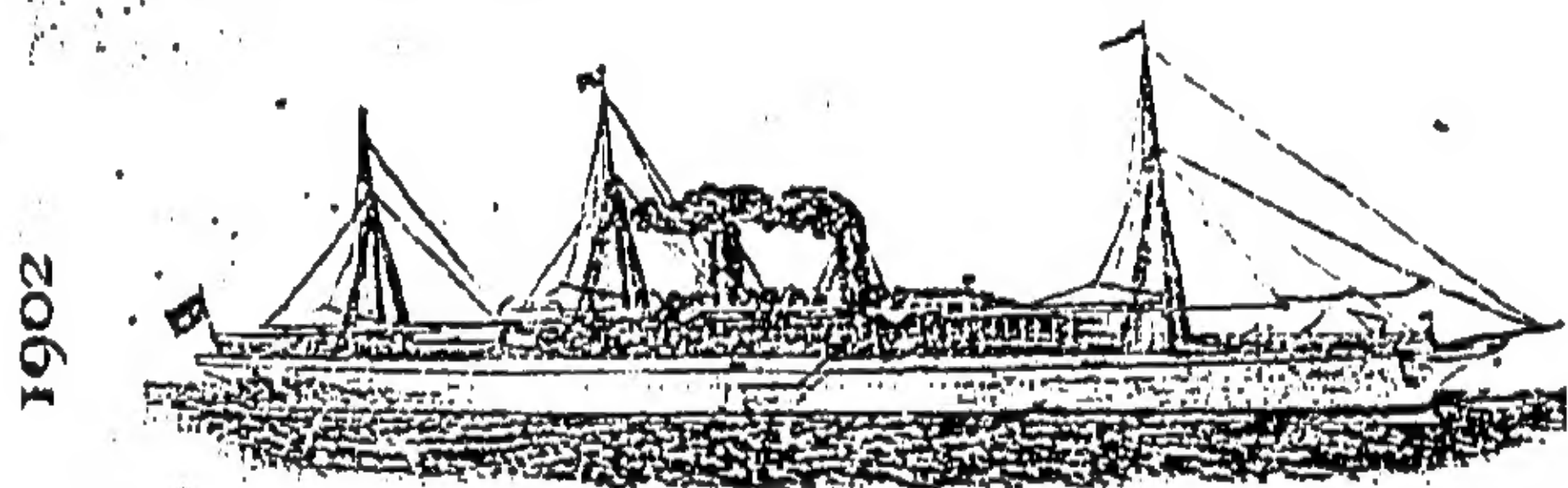
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 28th October, 1902.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

### PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.
TARTAR	Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.
ATHENIAN	Comdr. H. Mowatt, R.N.R. WEDNESDAY, 31st Dec.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th Jan.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd October, 1902.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
SAXONIA	HAVRE AND HAMBURG.	6th Nov.	Freight.
ERBIA	(Calling at SINGAPORE and PENANG.)		
HERMIA	HAVRE AND HAMBURG.	19th Nov.	Freight.
HERMIA	(Calling at SINGAPORE and COLOMBO.)		
MARBURG	HAVRE AND HAMBURG.	3rd Dec.	Freight.
Niedermeyer	(Calling at SINGAPORE and PENANG.)		
SUEVIA	HAVRE AND HAMBURG.	17th Dec.	Freight.
Horch	(Calling at SINGAPORE and COLOMBO.)		
ALESIA	HAVRE AND HAMBURG.	31st Dec.	Freight.
Schonfeldt	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 9th October, 1902.

## Auction.

PUBLIC AUCTION.  
THE Undersigned have received instructions from the "STAR" FERRY CO., LIMITED, to sell by  
PUBLIC AUCTION,  
(unless previously disposed of by private contract),  
ON

WEDNESDAY, the 5th November, 1902,  
at NOON,  
at the "Star" Ferry Co.'s Wharf, Hongkong.  
The Steam launches  
EVENING STAR, and RISING STAR.  
The Evening Star was built in 1889 and the Rising Star in 1891, both of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company, (1st THOROUGH REPAIR).

The Launches will be open for Inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS.—As Usual.  
For further particulars, apply to  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 18th October, 1902. [1009d]

## Entertainment.

THEATRE ROYAL,  
CITY HALL.

THE HONGKONG AMATEUR  
DRAMATIC CLUB  
will give Performances of  
"LIBERTY HALL"  
on

THURSDAY, 13th } NOVEMBER, 1902.  
FRIDAY, 14th }  
SATURDAY, 15th }  
Commencing each Evening at 9 P.M.  
precisely.

Dress Circle ..... \$3  
Orchestra Stalls ..... 3  
Stalls ..... 2  
No Pit and no Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after Friday, 7th November, at 10 A.M.

Booking Office will be open daily from that date from 10 A.M. to 4 P.M.  
Late trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 25th October, 1902. [1129d]

## Notice of Firm.

NOTICE.  
THE Undersigned has been appointed  
AGENT FOR HONGKONG AND VICINITIES  
for the NEW YORK LIFE INSURANCE  
COMPANY from this Date.  
ALEC. KIENE.  
Hongkong, 20th September, 1902. [989d]

## Intimations.

SALT HERRINGS.  
SALT HERRINGS.  
(FROM SCOTLAND.)  
20-LB. KEGS \$5.  
MESSRS. RITCHIE AND CO.,  
39, DES VOUX ROAD,  
have received advices from their agents in  
England informing them that a shipment of  
Salt White-Herrings has been consigned to  
them and is due at Hongkong in a few days.  
Several orders are already booked so intending  
purchasers should lose no time.  
Hongkong, 17th October, 1902. [1092d]

## NOTICE.

FR. BLUNCK,  
SILK LACE MANUFACTURER.  
Will hold a  
CHRISTMAS SALE  
from 1st November to 15th November,  
and 15th December to 24th December.

ALL LACES, GRASSCLOTH EMBROIDERIES, and GRASSCLOTH DRAWN-  
WORK will be REDUCED 15 per cent.

## FOR CASH ONLY.

All Goods are of the Best Quality and  
Workmanship.  
The largest stock in these lines.  
Inspection cordially invited.  
Hongkong, 23rd October, 1902. [1119d]

## WANTED.

A EUROPEAN CARETAKER for the  
Masonic Hall.  
Apply by Letter to—  
W. M.  
of Zetland Lodge.  
Hongkong, 25th October, 1902. [1130d]

## NOTICE.

THE undersigned have been instructed to  
offer for sale, privately, Sundry Lots of  
Machinery, at the Wanchai Machinery  
Godowns, and Engineering Establishment,  
Cross Lane, Hongkong.

STEAM LAUNDRY MACHINERY,  
MARINE SCREW ENGINES, ROILER  
TUBES, DRIVING ENGINES, LATHES,  
WINDLASS, CRANES, WINCHES, FIRE  
ENGINES, STEEL ROILER, STEAM  
STEERING GEAR, STEAM HAMMER, ONE  
MERRYWEATHER'S PATENT STEAM  
FIRE ENGINE, DONKEY PUMPS,  
HYDRAULIC BAILING PRESS, EIGHT  
HYDRAULIC JACKS (new) from 6 to 20  
Tons, PARKER'S PARALLEL VICES, ONE  
STRONG SCREWING MACHINE, FOUR  
NEW CAPSTANS, ONE SET PLATE  
BENDING ROLLERS, &c., &c., &c.

A large quantity of Angle Iron, Round and  
Square Steel Bars of various sizes and Six  
cases of Brass Condenser Tubes, suitable for  
Condensing Engines.

The Engineering and Moulding Shops are  
in proper working order and can be sold, as  
going concern if required.

For Further Particulars, Apply to  
HUGHES & HOUGH,  
Brokers and Auctioneers.  
Hongkong, 3rd October, 1902. [1036d]

## Intimations.

GOVERNMENT GENERAL OF  
FRENCH INDO-CHINA.

## NOTICE.

THE OPENING  
OF THE  
HANOI  
EXPOSITION  
HAS BEEN  
POSTPONED  
UNTIL THE  
16th NOVEMBER, 1902.

R. REAU,  
Acting Consul for France.  
Hongkong, 23rd October, 1902. [1117d]

GOVERNMENT GENERAL OF  
FRENCH INDO-CHINA.

THE  
HANOI  
EXPOSITION  
WILL BE OPENED ON  
16th NOVEMBER, 1902.

THE Exposition, which is situated close to  
the Railway Terminus at Hanoi, will  
comprise a GRAND PALACE and MAGNI-  
FICENT BUILDINGS, containing Artistic,  
Commercial, Agricultural and Industrial  
Productions of the greatest variety from France  
and her Colonies (1st section); French Indo-  
China (2nd section); and the countries of the  
Far East—China, Japan, Philippines, Siam,  
Netherlands India, British India, Straits Settle-  
ments, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the  
months of November, December, January, and  
February, is mild and invigorating and may  
be compared to a winter at Nice.

THE GALLERY OF FINE ARTS will  
contain more than 500 Pictures, and will be  
organised under the Direction of the Inspection-  
General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways  
and Steamers to the chief Places of Interest  
in Indo-China (Cochin-China, Tonkin, Laos,  
Cambodge, Annam) will be organised at  
reasonable prices.

ATTRACTIONS OF ALL KINDS:  
Military Bands, Theatres, Circuses, Concerts,  
Aquatic Sports, Balloon Ascensions, Fireworks,  
Dances, &c., will be provided.

REDUCED PRICES will be charged by  
all Steamship Lines running to Haiphong,  
from whence Hanoi may be reached in a few  
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and  
CAFES assure every accommodation to visitors  
at moderate prices.

For FURTHER INFORMATION apply to  
the French Consulates in the Far East.

P. THOME,  
Commissaire-Général de l'Exposition  
de Hanoi.  
[118d]

## DRINK



## UNEXCELLED.

## SOLE AGENTS:

RITCHIE & Co.,  
Des Voux Road.

Hongkong, 25th June, 1902. [1,67d]

CHRISTMAS GREETINGS FOR  
HOME FRIENDS.

I HAVE just unpacked a very fine select  
stock of CHRISTMAS CARDS from the  
best fine Art Publishers. Prices ranging  
from 2 cents to \$2 each.  
Call early to make a good selection.

H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
Nos. 39 and 40, Elgin Road, Kowloon.  
Hongkong, 20th October, 1902. [807d]

## Masonic.

EOTHEN MARK LODGE,  
No. 264.

A REGULAR MEETING of the above  
LODGE will be held at the FREEMASONS'  
HALL, Zetland Street, on FRIDAY, the  
21st instant, at 8.30 for 9 P.M. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 23rd October, 1902. [1114d]

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING of ZETLAND  
LODGE will be held at the FREEMASONS'  
HALL, Zetland Street, on SATUR-  
DAY, the 1st Nov., at 8.30 for 9 P.M. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 27th October, 1902. [1135d]

## Hotels.

GO TO THE  
KOWLOON HOTEL,  
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION.

Apply to THE MANAGER.  
Hongkong, 4th September, 1902. [1339c]

"BOA VISTA,"  
(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and  
affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
[57d] Telegraphic Address: "BOA VISTA."

## Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!  
KRUSE & Co.,  
CONNAUGHT HOUSE.

Telegraphic Address: MARINEWORK, HONGKONG. Code Used: A and A B C, 4th Edition.

E. C. WILKS & Co.,  
MARINE ENGINEERS, SHIP CONTRACTORS  
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Claims and  
Specifications Prepared.  
Office: 12, Beaconsfield Arcade, 1st floor.  
Hongkong, 3rd October, 1902. [1214c]

PETER SYS' WONDERFUL SPECIFIC.  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.  
[21]

12th October, 1902.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.  
Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, BECKHAM, LONDON, ENGLAND.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.50 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th March, 1902. [110]

NEW VICTORIA HOTEL.

ROTISSERIE.

CHOPS, STEAKS, etc., etc., at any time  
between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates.  
Madam & Farmer.  
Proprietors.  
Hongkong, 2nd September, 1902. [1018c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid  
and any other Chem. cal.

PRICES \$10 per case of 48 bottles (quarts.)  
Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.  
Hongkong, 29th May, 1902. [1093d]

DENTISTRY.

SOL SANG.

(Lately Practising with Dr. J. SAKATA)  
DENTIST.  
No. 2, Queen's Road Central.  
Hongkong, 3rd January, 1902. [10]



## THE SHANGHAI MIXED COURT.

A TIMELY ARTICLE.

The laws of a country, says the *Shen Pao*, are instituted for the sole purpose of preventing its people from doing mischief. When the laws are infringed, the offenders should be dealt with according to the provisions of the laws. This is the only way to make the laws respected by everybody. If the offenders are given severer punishments than the laws provide for, then people will despise the laws and do not care to observe them. But unfortunately this is exactly the state of affairs now prevalent in Shanghai under the administration of the so-called Mixed Court.

When the Mixed Court of this port was in its infancy, it confined itself to dealing with civil cases and small criminal cases only. All criminal cases of a serious nature were transferred to the Magistrate in the native city. Except in those cases in which the offenders were found guilty of arson or robbery, imprisonments exceeding six months or one year were seldom given. It never happened that a criminal was sentenced to be caged more than two weeks or to receive more than a hundred blows. But, of late years, criminals have been frequently sentenced to three or four years' imprisonment, three or four months' caging, and five or six hundred blows. Sometimes a criminal is made to undergo several forms of punishment—first flogged, then caged, then imprisoned, etc. Even female criminals are often awarded five hundred blows on the back or given one year's imprisonment. The jail is overcrowded with prisoners whose appearances are so miserable that we cannot bear to look at them.

What is more startling is that different punishments are frequently given to offences of the same nature and degree. The above anomalies in the Mixed Court go a long way to show that steps should be taken to rectify matters.

## AGAINST OPIUM SMOKING.

MEMORIAL THAT OFFICIALS BE ORDERED TO QUIT.

Word has come from Peking of a memorial to the Throne looking to reform in the common vice of opium smoking. A high official is the petitioner. He proposes to banish opium from China, and to break all officials of the habit within a year. By means of the example thus set he hopes for the discontinuance of the drug among people at large.

His proposition provides that an allowance of half a year is to be given among officials whose age is above seventy years; for those between fifty and seventy years, a period of three months is given, and for those under fifty the time is limited to one month. All officials are to be required to cut off their habits accordingly and if any one be found to be indulging in this drug after the expiration of the settled periods, they are to be immediately cashiered.

To all the military officers, soldiers, and yamen runners, a period of one month is given and if they neglect to quit smoking after that time, they are to be dismissed. Expectant officials, who are addicted to this drug are to become ineligible to any position in the government.

Although the memorial seems to meet no opposition, there seems little chance of more than formal approval because many of the palace officials are heavy smokers and it is reported as quite hopeless to break them of the habit either by persuasion or by order.—*Shanghai Times*.

COTTAM &amp; CO., FOR STIN BATS

## THE GREAT NORTHERN GLACIER.

STEADILY ADVANCING SOUTH.

The onward march of the slippery and restless Muscovite towards the ice-free ports of northern China and the confines of China proper has been aptly compared with the motion of a huge glacier ever and anon moving faster (carrying all before it) as it approaches the more temperate zones. We have seen how quickly it glided over East Siberia once it had got south of the Amur River, and how, in very recent times, it glided gracefully over Manchuria, reaching the sea at Port Arthur and the neighbouring port of Dalny (Chinese, Taitienwan). These are the advances of the Eastern portion of the huge mass; what about the rest of it? A correspondent of the *Manchester Guardian* tells about its movements, silent yet rapid. The correspondent describes as an eye-witness what he calls a "secret strategic railway" joining the Great Siberian Railway with Kalgan, a place on the Great Wall a hundred miles west of Peking. The map accompanying the report shows that the new branch leaves the main line at a junction about seventy miles west of Kharbin in Manchuria, and proceeds due south along the flanks of the Khingan mountains. The strategic value of the line in case of a Russian advance upon Peking is indisputable, as it saves some 470 miles of the route via Kharbin to Dalny, and in addition avoids crossing the desert. The correspondent went through Manchuria in disguise, and claims to be the only foreigner who has passed along the Kharbin section of the Siberian line without an escort. He himself saw the junction of the new line last autumn, and from natives who had been at work on it he learned of its direction and the distance to which it had then been laid. Although capable of bearing military and goods traffic, it is only lightly ballasted—what we call in England a "construction" line—and he argues that if the rate of progress this year was maintained the line will have nearly reached Kalgan by this time. The political importance to England of this discovery might have been considerable if the Anglo-Russian treaty of 1899 had not waived all the right to interfere with Russian concessions north of the Great Wall. As it is, the responsibility of our alliance with Japan only becomes graver in view of this proof of sinister designs on the integrity of a vast Empire which has already been sufficiently impaired for purposes which are fully apparent when taken in conjunction with the advances of Russia towards Tibet in quite recent times. *Verb. sap.*

## OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, September 16th, 1902.

MATTERS EDUCATIONAL.

We are in a state of mild anxiety respecting Education which forms the one subject that at the present time every person recently promoted to late dinner and long skirts, or the dignity of cigarettes smoked with assurance under the paternal eye is ready primed to discuss. Argument deals with both branches of Education—the Bill on the one hand, and Professor Dewar's fierce onslaught on our great public schools on the other. With regard to the Education Bill which has already taken a form very different from that in which it made its original bow to the British public, it gives some promise of bringing about a

COTTAM &amp; CO., FOR WASHING

general election. Ministers are said to be thoroughly weary and disgusted with the opposition excited, and governments will probably be in the future even more chary than in the past, of attempting to handle a subject fraught with so much danger to themselves. The controversy now promising to redouble in violence is entirely unconcerned with Education. For popular purposes, the Bill, with all its clauses, schedules, preamble and the rest is summed up in a phrase—"Act to deliver the Nonconformists over to the control of the Church of England," or "Act to benefit the children of Dissenters at the expense of those of the Anglican or Roman persuasions," according to the point of view of the objector. It is but just to say that the irreconcilables are very numerous among the opponents of the Bill than among the adherents. Church folk, though a little sore over the necessity for compromise in matters they deem really important, do still, for the most part admit that only by yielding, these things can they hope to obtain the benefits offered by the new Act. Without expressing an opinion as to the attitude of Lord Hugh Cecil and the small band of extremists who act with him, I find the disposition to accept Sir W. Walpole's compromise is very general among Churchmen. They will surrender the

## "CONSTANT ATMOSPHERE OF ECCLESIASTIC BELIEF"

on which the Roman Catholics lay so much stress, and permit the instruction of their own children by accredited teachers of the various Dissenting bodies, at the same time as the clergy or their representatives are teaching Church doctrines to the children of the Church. It is quite possible that Nonconformists under-rate how great a concession this is—for they have accepted the offer in anything but a friendly spirit. It is exceedingly unfortunate, but the main issue—the welfare of the children—is now entirely obscured behind one of those outbursts of fanatical religious controversy which have been so regrettably prominent during the last few years. What will be the issue, even the most experienced politicians seem unwilling to prophesy—otherwise seeing the size of the government majority to which practically the whole Irish vote will be added, I should have confidently assumed that in the end the Bill will be put through. Apropos of the possibility of an election in the spring, it is stated that the three Boer generals will attend the sittings of Parliament during the winter, with the greatest regularity. A change of Ministry might, in other eyes, alter Boer prospects considerably.

Much regret is expressed to-day on all sides at the

BRUTAL ATTACK UPON JOHN KENSIT last night at Birkenhead, through which the Protestant leader now lies in grave danger of his life. His assailant is quite unknown but Mr Kensit's proceedings in Liverpool have aroused great indignation throughout the district, and it is to be feared that crime lies at the door of one of his religious opponents.

Some comment has been heard in this country on the painful and unseemly wrangle around the bier of the late Queen of the Belgians. King Leopold has always been rather popular in this country, but the want of ordinary good-feeling, displayed on such an occasion, has attracted much unfavourable attention, although the newspapers following the good traditions of the British press have refrained from remark calculated to annoy a Sovereign on friendly terms with our own. Court mourning for three weeks has been

COTTAM &amp; CO., FOR GENTLE RATH-ING GEAR

ordered, and Princess Stephanie on her return to Dover received a most sympathetic letter from our King and Queen—the Princess was tenderly attached to her mother who frequently asked that she might be summoned during the last illness—a last pleasure, denied by the severity of her Consort.

The probable assumption by the British Government of the control of

THE CHARTERED COMPANY, at an early date is receiving surprisingly little attention except in financial circles. The fluctuation of the Company's shares has indicated, for some time, a City agitation, but it is only in the last ten days that rumour has crystallised into a more or less authoritative forecast of the Company's future. The determining cause for government action was undoubtedly the death of Mr. Rhodes whose Imperialism was a known quantity and who stood for a power which no intrigue could turn from the path of British interests. With his removal, the bulk of authority devolved upon Mr. Beit, against whom it is needless to say no accusation of disloyalty or weakness has ever been breathed. But Mr. Beit is a German by birth, and the fact inevitably colours his outlook. Moreover, he does not command that universal and unstinted obedience and confidence which gave to Mr. Rhodes his chief weapon for the Empire in South Africa. For these and other reasons the Government is believed to contemplate taking over the Company's interests on terms to be presently agreed apart from immediate causes even the plan is one which recommends itself to nearly all who are cognisant of Africa—the Chartered Company as constituted has sometimes been of the nature of an *Imperium in Imperio*.

## RETURNED SOLDIERS.

The Cape army is pouring into England—20,000 men are at this moment on the high seas in addition to the thousands already home. I find among officers a good deal of nervousness as to the policy of so rapidly denuding the country of seasoned troops. I am told that there are fully 1,500 armed irreconcilables lying quiet in the hill-country of the Transvaal awaiting their opportunity, which this rather undignified scramble away is likely to afford them. This number sounds infinitesimal, but in a country friendly to the insurgents, it is quite possible for a mere handful to endanger peace and do much mischief, as Heaven knows, we ought to have learned by this time. By the end of the year only the standing garrison of 50,000 men will be left in the four Colonies—even the most optimistic may be excused a little shiver of anxiety.

The Boer Manifesto has evoked very considerable feeling in London, and strategically was a very ill conceived stroke—if, however, it opens the eyes of simple John Bull who believes all men to be as fair and straight and generous as himself, it may after all be a document of some value to humanity.

The Kelantan "affair" is discussed with various degrees of wisdom—down to comment of unimpaired rubbish—by the newspapers, but not a single member of the general public can be induced to take the smallest interest in the matter. Probably not one person in a thousand knows even now whether we "seized" the State, or whether we did not—probably most are uncertain if such a State actually exists at all.

VALUABLE CRICKET BATS—A number of prominent cricketers have sold, through the *Daily Express*, the bats with which they have played in this or previous seasons, the proceeds being devoted to the benefit of the Cricketers' Provident Fund. Dr. W. G. Grace's bat fetched the highest price (£52), whilst Victor Trumper's was a good second, realising £42. The sum of £13 was given for Ranjitsinhji's bat, and £8 for Jessop's.

## Mails.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 1st Nov., at Daylight
YAWATA MARU..... A.E. Moses	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SATURDAY, 1st Nov., at Noon
SADO MARU..... W. Thompson	NAGASAKI AND KOBE	MONDAY, 3rd Nov., at 4 P.M.
KAGOSHIMA MARU..... K. Kori	KOBE AND YOKOHAMA	TUESDAY, 4th Nov., at Noon
KAGA MARU..... J.W. Ekstrand	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 4th Nov., at 4 P.M.
IDZUMI MARU..... M. Yagi	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 7th Nov., at Noon
HITACHI MARU..... J. Campbell	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 15th Nov., at Daylight
KAWACHI MARU..... J.S. Thompson	KOBE AND YOKOHAMA	FRIDAY, 21st Nov., at Daylight
KUMANO MARU..... E.W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Nov., at Noon
KASUGA MARU..... H. Fraser	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 29th Nov., at Noon

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd November, 1902, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Dupuy-Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

The Steamer connects at COLOMBO with the *u.s. Australia*, which vessel takes on her Passengers and Mails leaving that Port on the 15th November Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M., on the 2nd Nov. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 21st October, 1902. [1004c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

## Steamers.

## Captains.

## Tons.

## 1902.

*Duke of Fife*, J. S. Cox..... 3,821 Nov. 4

*Shawmut*, W. H. Smith..... 9,606 Nov. 7

*Tacoma*, A. Dixon..... 2,811 Nov. 15

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

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DODWELL & CO., LIMITED,  
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Hongkong, 23rd October, 1902. [1874d]

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BERNARD LANKESTER,  
Hon. Secretary & Treasurer.

Hongkong, 15th September, 1902. [1413c]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,  
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Hongkong, 25th October, 1902. [14]

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TO RENT FOR A TERM OF TWO YEARS.

LARGE OFFICES

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DUDELL STREET and QUEEN'S ROAD.

Inquiries to be made at 4, QUEEN'S ROAD, or to M. B. COOK at JENSEN & CO.

Hongkong, 28th October, 1902. [1137d]

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SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Apply to

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No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1104d]

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"WESTLEY," UPPER RICHMOND ROAD.

Apply to

LAU CHU-PAK,  
C/o A. C. WATSON & CO., LTD.

Hongkong, 15th October, 1902. [1083d]

## TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902.

Apply to

E. JONES HUGHES.

Hongkong, 7th October, 1902. [1033d]

## TO LET.

HOUSES in CLIFTON GARDENS, COMBUT ROAD.

GODOWNS at BOWRINGTON, FRAYS EAST, HOUSES at CAUSEWAY BAY, facing the Polo Ground.

"THE RETREAT"—MR. KELLET.

No. 2, RIFON TERRACE.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th September, 1902. [1004d]



# MEMORY POINTS ABOUT SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world; selling 1,000,000 Machines annually.

IF YOU  
BUY  
A  
SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time.  
YOU get it for the Lowest Price at which such a machine can be furnished.  
YOU will receive careful instruction from a competent teacher at your home.  
YOU can obtain necessary accessories direct from the Company's offices.  
YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased.  
YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

## THE SINGER MANUFACTURING COMPANY,

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ESTABLISHED A.D. 1841

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THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

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Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co.,  
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Chemists and Druggists by Appointment to H.E. the Governor and Household.

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FURNITURE  
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DRAWING-ROOM,  
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FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
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COOKING RANGES,  
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DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902

[238d]

GEO. PATTON & CO.

Have for Sale a large Consignment of  
H. W. JOHNS & CO.'S  
ASBESTOSCEAL SECTIONAL PIPE  
COVERING, ASBESTOSCEAL SHEET  
and PAPER for covering BOILERS and  
FLUES, BULKHEADS, &c.

ASBESTOS-CEMENT for BOILERS,  
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STEAM PACKING, GASKETS and  
FIRE-PROOFING MATERIALS.

MODERATE COST.  
EFFICIENT - DURABLE.

Estimates and Samples furnished on  
application.  
12, Beaconsfield Arcade, (First Floor).  
Hongkong, 3rd October, 1902

[186d]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 29, 1902.

THE STORM-CLOUDS.

We are inclined to think that the storm-clouds which have been gathering about the Eastern horizon during the past few years—notably since Russia, France, and Germany combined to oust Japan from the continent of Asia at the conclusion of the China-Japan war, causing the latter to accept a paltry sum from China to evacuate Port Arthur and the Liaotung Peninsula—have a good deal more wind in them than is generally supposed. We do not intend at this juncture to weary our readers with lengthy details of observations taken during, say, the past five years. It is sufficient to call attention to the existence of the Far Eastern Triple Alliance (Russia, France and Germany) formed and maintained since 1894 when, it is probable, the parties to the secret agreement arrived at a decision as to their respective "spheres of influence" and ultimate occupation; Russia being at liberty to absorb as much of Mongolia, Manchuria and China proper as she sees fit down to the parallel of the Peiho River; Germany to have carte blanche between the South bank of the Peiho and the Yellow River (with liberty to push as far south as the north bank of the Yangtze if circumstances permit); France to grab all she can between her Tonkin and Annam frontiers and south bank of the West River, with liberty to push as far north as the south bank of the Yangtze. Of course, the existence of such a programme will be scouted in certain interested quarters, but it doubtless does exist and it is, therefore, not surprising to learn that the German stipulations regarding the withdrawal of her troops from Shanghai are in conformity with those of the Government of France. It is noteworthy, too, that Russia does not object, her silence giving consent, if nothing more. That the three Powers mentioned are extremely jealous of Britain's preponderance of commercial interests in the Orient and elsewhere, and that they would stoop to considerable depths to further their own ends is equally within the bounds of reasonable probability. More or less secret negotiations have been going on in Peking for some time with a view, probably, to drawing Great Britain into the vortex of a storm. The semi-official *Norddeutsche Allgemeine Zeitung* has been permitted to give the gist of the terms arranged, without, as far as we can learn, even extending to the British Government the courtesy of handing a copy to Sir Ernest Satow. Under date Berlin 22nd October, the paper states:

The Powers have again recently considered the question of the evacuation of Shanghai. It was proposed that the evacuation should take place under the following conditions:—  
1. The troops will be withdrawn simultaneously and equally by all Powers concerned according to stipulations to be agreed upon beforehand.  
2. The re-occupation of Shanghai by any Power will give to all other Powers equal right to bring back their troops.  
3. In order to prevent any possibility the German Government has proposed the following amendment to the second clause:—  
China binds herself expressly to grant no exclusive rights of a military or other character, which would infringe upon the principle of the "Open Door Policy," to any Power within the Yangtze Valley.

This condition has now been accepted by the Chinese Government.  
The German Government is fully in accord with China and France as to the conditions of the withdrawal of the troops from Shanghai.

The opinion prevails here, that the reason why Great Britain is hesitating to agree thereto can only be explained by her intention to get exclusive rights.

In the German amendment we find a direct "hit" at *perfidie Albion*. It is well known that the British Government have for years insisted that the "Open Door" policy throughout China must be maintained at all hazards, yet here we find Germany (with the knowledge of France, Austria and Russia) holding out for the recognition of this vital principle by China *only* as regards the Yangtze Valley, "Britain's sphere of influence." The reason for this peculiar attitude is not far to seek. Firstly: Russia, France and Germany have all grabbed pretty big slices of the "China Pie," and they are not Free Trade countries; secondly, the component parts of the Far Eastern Triple Alliance desire to draw Britain into a serious conflict with one or more European powers. They know that the longer they wait the more difficult will be the process of "slicing China," and they think, doubtless, that the time is ripe for throwing down the gauntlet to Great Britain and her Ally. Germany has clearly challenged Britain's position in the Yangtze region. The declaration of the Anglo-Japanese alliance was very distasteful to Russia, France and Germany, and it has been doubtless used by Russian and other agents to endeavour to prove to China that Great Britain can be treated with contempt; that she cannot stand alone and that she has even to lean on the Japanese for support; that she is rapidly succumbing to senile decay, &c., &c. Germany has from the first shown intention

to keep a garrison in Shanghai; she built large barracks and made preparations for giving effect to just such a challenge as has been thrown out to England. We do not believe with the *China Gazette* of the 24th instant that the atrocious crime committed upon two British missionaries in Hunan has been "seized upon as a good pretext" by Lord Lansdowne for "getting level" with the treacherous, corrupt and utterly contemptible Government of the Celestial Empire—a Government composed of the obsequious Boswells who pertinaciously cling to the apron-strings of the vicious woman who *wrongfully* sits to-day (by the special request of a majority of the Powers of Christendom!) on the Dragon Throne. Great Britain has shown much patience and forbearance in dealing with the Manchu Government; she has in fact been so complacent that kindness has been mistaken for cowardice; forgiveness for inability to exact proper reparation for outrages of various descriptions. Now, however, the last chapter in the long and wearisome history of the decline of British prestige in the Far East is, let us hope, about to be closed once and for ever. We hope this, for it seems apparent that Germany's attitude in regard to the Yangtze valley, and *China's acquiescence therein*, is as the last straw that breaks the camel's back. There is now great activity in the naval dockyards, vessels are preparing for serious work, and already the *Albion*, *Algerine* and *Espergle* have gone and others are going—well, probably North. If Great Britain will hold out for anything in the East it is surely for the maintenance of an Open Door for her trade throughout the length and breadth of China, including Mongolia and Manchuria. If she now applies drastic remedies to cope with drastic evils she will have with her the goodwill and, maybe, the physical force of all the Powers who are opposed to any infringement of the territorial integrity of the Chinese Empire, or of its little, though important, neighbour, Korea, where Russia's paw is again being felt, the *Car's* representatives being busy trying to foist that "stormy petrel" of Oriental politics, M. Alexieff, into the position of Finance Adviser to the Korean Government *vide* Mr. McLeavy Brown, the British Chief Commissioner of Customs and finance adviser to the Korean Government. M. De Wit, a crafty statesman and the *Car's* adviser in matters of finance, is now in the Far East and it is understood that he will make important proposals to the Ruler of the Hermit Kingdom. When, a few years ago, Russia tried to use M. Alexieff to destroy British influence in the Korean capital the British Government sent a large fleet to Chemulpo to back up the claims and secure the position of Mr. McLeavy Brown, C.M.G. It is pretty certain therefore that our Government cannot regard with equanimity the intrigues now so boldly *en train* in Seoul, any more than it can ignore the German challenge, and German and French intrigues throughout the whole Yangtze region. While we earnestly hope and trust that a peaceful solution of the present difficulties will soon be arrived at, yet there is no denying that latent possibilities would seem to preclude undue confidence in the immediate future, for it would be childish to imagine that certain Powers would have deliberately trodden on the Lion's tail without taking into consideration the risk of sudden and violent reprisals.

LOCAL AND GENERAL.

DR. SOLFF left for Singapore by the *Hamburg* to-day.

MR. J. P. COTTAM was among the passengers looked for London on the *Hamburg*, which left at noon to-day.

THE WATER SUPPLY.—It will be seen on reference to our advertising columns that in the absence of further rainfall on and after Saturday next the supply of water will again be restricted.

SIR E. SATOW'S ABSENCE.—It is stated that Mr. Towse (First Secretary) is designated for the important position of *chargé d'affaires* during the absence, on leave, of Sir Ernest Satow from the celestial capital.

HERE IS A STRAW that shows how the current is running in the Korean Channel. The *Peking* and *Tientsin Times* reports it thus:—It is reported that M. Witte will visit Corea with the object of supporting M. Alexieff in the reorganisation of Korean finance.

THE BOXING CONTEST.—Mr. St. Clair informs us that the reason he did not put in an appearance at noon yesterday when the money was to be handed over in connection with the match against Sam Bentley was because he heard that his opponent was leaving shortly in the *Albion* ordered north. This seems a satisfactory explanation.

NAVY LEAGUE CAMPAIGN.—The *Times* says that the mission of Mr. H. Wyatt, the envoy of the Navy League, who is about to tour Australia, New Zealand and Canada, is unofficial. The *Times* goes on to state that the mission is ill-timed, coming immediately after the colonial conference. In view of colonial demands needing to be handled with rare tact and discretion, it would be wiser not to attempt to force the pace.

THE WEST POINT COLLAPSE.—The native carpenter who ran amok in Kennedy Town the other day and wounded carpenters and constables has been committed for trial at the next Criminal Sessions.

SWIMMING RACE.—On the 31st at 3 p.m. there will be a swimming competition between Messrs. A. Humphreys, C. J. Cooke and N. F. Alves at the V. R. C. enclosure, Kowloon, the distance being 6 lengths (200 yards). The winner is to be presented with a handsome cup given by a well-known merchant. As the three are considered strong swimmers it would indeed be very interesting for the spectators.

MISSION WORK IN FORMOSA.—The *Empress of India*, which arrived this morning, brought from Vancouver to the Orient the Rev. Thurlow Fraser who has come out for the purpose of carrying on the mission work in Formosa which has hitherto been in the hands of the late Dr. McKay. There are over 60 churches scattered over Northern Formosa, nearly 60 native preachers and upwards of 2,000 native communicants, besides a college for the training of native ministers, a girl's school and a hospital.

T. E. FOOTBALL SHIELD COMMITTEE met yesterday and decided that entries must be sent in on or before December 8th.

In connection with the Hongkong Football Club the following matches have been arranged:—

Sat. today, Nov. 1st.—Rugby match at 4.15 p.m.

Monday, Nov. 3rd.—Inter-Club match at a quarter to five sharp.

Saturday, Nov. 8th.—Association match at Royal Engineers at 4.15 p.m.

KING EDWARD HOTEL.—By kind permission of Colonel Iremonger and officers, the Band of the 33rd Burma Infantry will play the following selections during dinner at the above Hotel on Friday evening next, October 31st, from 7.30 to 9.30 p.m.

PROGRAMME.  
1. March "The Punctured Balloon".....Williams.  
2. Overture "The Song of the Sea".....Carter.  
3. Selection "The Song of the Sea".....Carter.  
4. Song "The Song of the Sea".....Carter.  
5. Selection "The Song of the Sea".....Carter.  
6. Selection "The Song of the Sea".....Carter.  
7. Song "The Song of the Sea".....Carter.  
8. Selection "The Song of the Sea".....Carter.  
9. Song "The Song of the Sea".....Carter.  
10. Selection "The Song of the Sea".....Carter.

Band Dance "The Song of the Sea".....Carter.

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## TELEGRAMS.

## The Fighting in Somaliland.

LONDON, 27th October.

Reuter's Aden correspondent wires that on the 6th instant the Mullah's force suddenly charged the right flank of Colonel Swayne's position advancing through a dense jungle. The enemy met with such a severe fire from the African Rifles that they swung round towards the centre and left, which, owing to the dense bush, the transport had overlapped, throwing the defence into confusion. The result was that the firing line was broken, and a Maxim captured. Captain Phillips was killed, Lieutenant Gellatly was shot while attempting to rally his men, and also Lieutenant Everett while attending him. The disorder here spread to the centre of the British line where Captain Angus was killed while resolutely serving the guns, his place being taken by Captain Cobble, who continued to serve them. Finally a charge led by Colonel Swayne checked the enemy, and the force then reformed. In the afternoon the British retired, and chased the enemy, capturing a number of camels and their loads. The Maxim was not recovered. Sixty-two of the enemy's dead were counted. The British lost seventy killed.

## Mr. Chamberlain to visit South Africa.

It is officially notified that Mr. Chamberlain will proceed to South Africa about the latter part of November, to examine the problems presented by the termination of the war, and the settlement of affairs in the new colonies. The proposed visit, which is universally approved, is believed to be the forerunner of visits to other colonies.

## The Guards Reviewed.

His Majesty The King reviewed four thousand Guards on the Horse Guards Parade to-day. The weather was beautifully fine.

## The Boer Relief Fund.

The total sum collected by the Boer Generals in Holland, Belgium, France and Germany for the Boer Relief Fund, amounts to £32,000 only.

(Shanghai Times.)

## Ship Combine Delays Due to Tight Money.

LONDON, October 24th.

Ship Combine plans are not advancing as rapidly as expected. No change of programme has been announced and probably none is contemplated, but the scheme ripened at an unfavourable time for the American market, and shares have not been in demand. The correspondent of the *Chronicle* reports an uncertain outlook for this and other large speculative ventures because promoters depend upon sales of shares to provide operating capital, and tight money in New York works toward curtailment rather than expansion of share purchases.

## West Indian Government.

The West Indies Commission is pressing upon Parliament the mitigation of the Brussels convention in relation to government of those islands. It has prepared a bill to amend the convention by penal clauses to provide against infection of the terms as proposed. Germany, Belgium, Australia and Holland, which have already ratified the convention, are expected to assent to the amendment. The resolutions adopted at Brussels, defining by international law neutral and belligerent rights in insular territory and waters, and imposing limitations upon cable cutting in time of war, will apply to the new status of the island possessions.

## Popocatepetl Making Trouble.

Popocatepetl, the largest volcano in Mexico, is reported uncommonly active. Several of the towns near by have been deserted and reports of panic reached the city of Mexico. The sulphur industry, which supplied a large population in the approach to the volcano, has been abandoned.

## THE THEATRE.

## THE JANET WALDORF COMPANY.

At present a good theatrical company should be very welcome, and the above Company whose season opens at the Theatre Royal on Monday, 17th November, come with a good reputation which should ensure for them liberal patronage from all theatre-goers. The name of Janet Waldorf is still no doubt in the memory of those who were fortunate enough to witness her performances here with Mr. Norval McJregor, when they were passing through the Orient to fulfill engagements in Australia. Miss Waldorf soon established herself in public favor throughout the New Zealand cities, at the Theatre Royal in Sydney and at Her Majesty's Theatre in Melbourne. Under Mr. J. C. Williamson's engagement she added to her list of successes, and with a selected company of twenty-six, Miss Waldorf is returning to fulfill engagements in San Francisco and New York. In her native land the talented young American actress has quite established a reputation. On this occasion a number of new and popular plays will be presented, including *A Royal Divorce*, *Secret Nell of Old Drury*, *The Lady of Oldland*, *Magda*, *Zaza*, *Shirley Holmes* as well as a number of classical and standard pieces. The box plan for the initial production, *A Royal Divorce*, will open at the Robinsons' and Coy. on Monday, Nov. 10th. Arrangements are being made with the Kowloon Ferry Coy. and the Peak Tramway Coy. for the conveyance of passengers after the performance. The prices of admission will be as usual.

ASK FOR ASAHI JAPANESE BEER - C. Girault.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## STENCHES.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, I shall be obliged if you will let me know whether the Sanitary Board has discontinued the supply of disinfectants for use in public latrines and other malodorous places? To judge by the pestilential stench now so generally met with one would imagine either that the S.B. is "bust" or the manufacture of disinfectants has become so unprofitable that factories have "shut down" to await more pestilences and fresh epidemics in all parts of the Orient.

Yours etc,

## PRECAUTION.

Hongkong, 28th October, 1902.

## RESPONSIBILITY OF PILOTS.

## IMPORTANT RULIN' AT HOME.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR, I have perused with much interest the official correspondence recently published in your paper regarding the refusal of the Government to adopt a dec. system of licensing pilots. It is said that the Harbour Master has no means of testing the pilots' abilities, &c., &c.

It seems to me that the curt refusal to accede to the wishes of the shipping firms might very justly be met with a demand for further explanations on the grounds that the reply of the authorities is so obviously unsatisfactory as to render it almost insulting, although no offence (beyond a slight snubbing) may have been intended.

It is astounding and discreditable to find in this (the "third seaport of the Empire") colony disinclination to accede to such a reasonable request as was so carefully, logically and justly put forward, and it is to be fervently trusted that the matter will not be laid to rest with the Colonial Secretary's brief despatch as an enigmatical and fitting conclusion to this insignificant episode.

In view of the fact that there has recently been an important ruling bearing on the responsibilities of licensed pilots, whereby "Masters are not to be held responsible for bad navigation in pilotage waters by a licensed pilot, even where pilotage is not compulsory," it does seem very strange that such an important matter as pilotage should be treated by the authorities as a matter of no importance! It is obvious that until the local Government sees fit to do what is considered necessary by the best qualified to judge, that a Pilot is not a Pilot when he is in Hongkong waters, or bringing a vessel into the waters of this Colony. "This funny, but 'tis true."

The case to which I have referred is recorded in the *Mercantile Marine Reporter* (Liverpool) and may be summarised as follows: "The commander of the Allan Line steamer *Greician* had his certificate suspended by the Halifax Marine Court, although at the time of the mishap the vessel was in charge of a licensed pilot. The hapless skipper was a member of the Scottish Shipmasters' Association (affiliated with its big sister society of Liverpool) and to that Society he duly referred the matter, with the result that the Society's solicitors appealed against the decision of the Halifax court and scored a complete victory. The decision of the Halifax court was rescinded and the Captain's certificate returned to him. The *Reporter* goes on to remark as follows: "This appeal has a most important and far-reaching effect, and, in keeping with a number of other appeals carried to the Admiralty Court by the Mercantile Marine Service Association (Liverpool) and kindred bodies in defence of their members' reputations, marks a new departure. \* \* \* The judgment settles once for all (1) that a Master is not responsible for bad navigation by a licensed pilot in compulsory pilotage waters, and (2) that a Master is not responsible for bad navigation by a licensed pilot in pilotage waters, even where the pilotage is not compulsory. Shipmasters will hail these gains with the keenest pleasure, but they should also remember how they have been got, and see that the old established bodies who have, at great expense, coupled with the unerring judgment of their Executive, wrung for all time such sterling concessions for occupants of the quarter deck, receive adequate support and championship from members of the cloth."

Yours faithfully,

## NAUTICS.

Hongkong, 28th October, 1902.

## ROYAL HONGKONG YACHT CLUB.

SATURDAY, NOVEMBER 1ST.

Opening Cruise: Yachts to assemble off the Naval Extension Works. Commodore in *D'One* will start for Stonecutters at 2.15 p.m. Other yachts should follow in single line.

Ladies' Race: Start 3.30 p.m. Starting line between mainmast of *Dorothy* and the bow of the *Hyacinth*. Course: Trocas Rocks Buoy (starboard) H.M.S. *Tamar's* launch off Yaumati (starboard). Handicap: *Dionis*, *Vernon* and *Alannah* allow *Dionis*, *Kathleen*, *Colleen*, *Erlinda* and *Mir* 1 min.; *Tris*, 1 min.; *Doreen*, *Maid Marian* and *Chanticleer* 1 1/2 mins.; *Payne* 2 mins.

SUNDAY, NOVEMBER 2ND.  
First Club Race—Course: Channel Rocks (port) Kowloon Rock (port) Meyer's East Buoy (port) Channel Rocks (port) Kowloon Rock (port) Meyer's East Buoy (starboard). Distance 11 miles. Starts 1st class 1.30 p.m. One Design class 1.45 p.m. 2nd class 2.30 p.m. Time limit 6 p.m.  
Second class Handicap—*Tris* allows *Maid Marian* 5, *Doreen* 10, *Glorian* and *Chanticleer* 15, *Maid Marian* 20, and *Payne* 25 seconds per mile.

COTTAM &amp; CO. FOR PANAMA HATS.

## THE FIRST CHINESE REGIMENT.

## DANGER IN DISBANDMENT.

Evidences have long accumulated at Weihaiwei that the disbandment of the Chinese Regiment will furnish signal for the execution of various private revenges, says the *Shanghai Times*. In the native view, men who joined the regiment not only lost caste in engaging for service in a foreign army, but they made themselves specially contemptible in action against their own people in the north in 1900. The praise awarded them by outsiders for excellent discipline and soldierly bearing has had no appreciable effect upon Shantung sentiment toward them except possibly to intensify animosities.

To the testimony heretofore furnished upon this point is now to be added that of Captain A. A. Barnes, who served with the regiment in its organization. He says that although each man on leaving receives a gratuity of 90 days' pay, or, if he had less time than that to serve, the amount that would be due to him at the expiring of his service, as well as his clothing credit, and any other money due to him, disbandment is, to the local men, an undoubted hardship.

He proceeds to say that it is a noteworthy thing that although the regiment has brought untold wealth into the districts, its members have never been popular with the local farmers, and it is no uncommon thing for men to be greeted in the villages with epithets referring to their association with us. When the local men, therefore, are no longer in British ranks, it is easy to see that their lives may not always be happy ones. Moreover, there is no doubt at all that the vast majority of the men will conceal as completely as they can the fact that they have ever served in the "Hua Yung Ying." This is proved in many ways, but in none more strikingly than by the fact that all efforts to persuade them to accept photographs of themselves, in groups wearing their uniforms, are utterly in vain. It is not a pleasant thought.

When, on Jan. 29 last, orders were received to stop recruiting, the regiment was 1,323 strong. Of these, 701 were from the Shantung Province, outside British territory. These Shantung men Captain Barnes describes as the fiercest soldiers in every way. He says, indeed: "I am fully convinced that, outside some parts of Northern India, we can never have better native troops, judged from any standpoint. These men, moreover, are now at their very best. As far as actual hard work is concerned, I would match them against any other Orientals, for it is a well-known thing that the hill tribes of India do not stand the summer heat of the plains well. That the Chinese can work and work hard, the campaign in North China in 1900 has proved conclusively. As regards their smartness under arms and on parade, generally, I do not need to say much, for so many have noted it. I must, however, mention that when our Coronation party was at Hongkong General Gascoigne was struck with their appearance that he ordered a parade of the whole garrison in order that everyone might see them, and he said that they were the finest native troops he had ever seen; that if he had not seen them himself he would never have believed that such men existed."

Regarding the policy of disbandment, Captain Barnes remarks: "It has been contended that the retention of an armed force at Weihaiwei is not necessary, but I venture to say that a perusal of the records, official and unofficial, of the local disturbances in the spring of 1900 will prove the danger of this idea. The importance of these disturbances is often much minimized, and they are regarded as of a mild type by some who were nowhere near Weihaiwei at the time. They may seem now to have been mild, but there is no doubt that the most intense feelings were aroused at the time, and I have no hesitation in saying that, but for the presence of the Chinese Regiment and its staunchness to us, they would have been of the most serious nature. It is urged that the place is now so quiet that a garrison of any kind is needless. Is this a logical deduction? I say no. The fact that our men are here, and that their power to move rapidly and to strike at a distance has been proved already, is the reason for this quiet. It would be a dangerous thing for the territory to be left without a mobile force, just because the people seem quiet. I let the lesson of 1900 never be forgotten, nor how quick the local people were to take advantage of the diminution of Major Penrose's escort to attack him and his party on May 5 in that year—just, too, when they all seemed so quiet. Might not the same thing happen again on a larger scale on any marked diminution of the local garrison?"

## THE BURNING OF THE "YOSHINO-MARU."

## NAVAL COURT AT NAGASAKI.

## CAPTAIN ABSOLVED FROM BLAME.

A Naval Court sat at H.B.M.'s Consulate, Nagasaki, a few days since to enquire into the circumstances attending the fire on abandonment of the British steamer *Yoshino-maru*, of Hongkong, (Official No. 86,119), and into the conduct of the master, certificated first mate and crew of the vessel. The Court was composed of Mr. E. H. Holmes, H. B. M.'s Acting Consul (President), and Mr. H. V. Henson, British Merchant, and Captain J. S. Stevenson, R.N.R., s.s. *Glenriven* (Members). Mr. T. Robertson acted as clerk of the Court.

From the evidence, as reported in the *Nagasaki Press*, we take the following:—

Alfred Cyrus Broadbridge, Master of the British Steamship *Yoshino-maru* of Hongkong, official number 86,119 being called, sworn, and examined, deposed as follows:—I am Master of the *Yoshino-maru*, holding Master's Certificate of Competency issued at Liverpool in 1897. I am unable to produce it, as it was not saved from the ship. I have forgotten the number. I have been at sea for the last 17 or 18 years. I have been master in command of the *Yoshino-maru* since March 7th, 1902, or thereabouts. Chief Officer is the same vessel. The *Yoshino-maru* was an iron steamship of 1,298 tons register and 2,018 gross, built at Newcastle by Campbell, MacIntosh and Bowditch. She was well found in every respect. Her full speed was eight to eight and a half knots. She carried a crew of 45, all told, including the master. She had no pilot on board. The weight of cargo was about 1,000 to 1,200 tons deadweight, and consisted of cotton, cotton seed, rape seed, antimony and sheet lead. She had a full deck load of raw cotton on after and forward decks, stowed in the ordinary way, placing the bales side by side, and about four tiers high. It was not covered in any way. The ship was not overladen, her draught leaving Shanghai was 15 feet forward and 15 feet aft. She was not loaded down to her marks. The voyage was from Shanghai to Kobe. The vessel left Shanghai on the 7th October at 3.30 p.m. Nothing unusual occurred on the passage up to the time of the fire. The fire was first observed between 1.15 p.m. and 1.20 p.m. on the 10th October and was discovered by the Chief Officer. The second officer was on watch. I had gone on to the bridge about 1 p.m. and after sighting Satano-Misaki Lighthouse had altered the vessel's course from due East, which she had been steering to N.E. by E. 7 E. B. compass. I took an observation and found that the lighthouse was bearing North distant two miles and one tenth. After taking the observation, I went down to the chart room to verify it, and had not been there more than a few minutes when I heard a commotion on deck, and rushed up. The speed of the ship at the time was about seven knots in the water, and she was being driven by a current of a little over one knot. Almost all the men were on deck at the time of the outbreak except the engineer's staff. Smoking on deck was strictly prohibited, and one of the crew was struck on one occasion for lighting a match. I am almost certain that the cause of the fire was not spontaneous combustion. The crew were perfectly trustworthy, as far as Asiatics can be trusted, though of course a strict watch was kept over them. Every possible precaution was taken to prevent smoking on deck. Immediately on discovering the fire I rushed on the bridge and gave orders to the chief officer to bring the hose along, and he brought it, and the order to pump was given. Excellent order and discipline started at once by the chief engineer. There was one "monkey pump" to work the hose. The crew obeyed orders. In less than two minutes after coming on deck, looking aft, I saw that the deck cargo was also on fire. I at once ordered the cargo on deck to be thrown overboard, and as much as possible was thrown over the side. In a few minutes the hose was burned through, and was of no further use. The fire spread very rapidly, and by this time the ship was ablaze fore and aft. It was not more than a few minutes before she was in flames from stem to stern. The fire broke out almost simultaneously fore and aft. The only way in which I can account for this is that the loose cotton being blown by the wind over the side, lodged in the cotton on the after deck and set it on fire. There was no time to use the hose on the cargo, and the monkey was used to flood the deck. As far as I could see the fire did not extend to the cargo below deck, but in my opinion it must have done so eventually. The tarpaulins over the hatches were ordinary tarred ones, and the hatches must soon have been burned through. There were about 600 bales of cotton on deck, of which about 20 were thrown overboard. As soon as I could I brought the ship broadside to wind and sea; this would have been about five minutes after the fire first broke out. The chief officer and those under his charge behaved splendidly, as also did the chief engineer and his crew, who retained their presence of mind. When the hose was burnt and useless, I shouted to the chief engineer, "For God's sake, McInnes lower the lee lifeboat into the water, and get away from the ship," and this order was obeyed. Absolutely nothing could have been done to save the ship. The ship's papers were not saved. They were below in my room, in the top drawer, and I was unable to get them. I know nothing about insurance on ship or cargo, but have reason to believe the vessel was insured.

COTTAM &amp; CO. FOR TRESS'S STRAW AND FELT HATS.

By Mr. Henson:—It is not impossible that the cotton may have been blown down the alleyways to the after part of the ship, but I think we must have seen it. There was no cotton either in the alleyways or on the bridge deck. I did not notice any sparks flying aft. Immediately on the order to throw the cotton overboard the ship was brought up to the wind. When the fire broke out the wind was a little on the starboard bow practically ahead. I did not notice any sparks coming out of the funnel. There was a gallery chimney on the port side, about half way between the bridge and forecastle. There was a fire in the gallery for cooking. I have never seen sparks coming out of the gallery funnel. The gallery was not entirely surrounded by cotton, and there was a space of about 12 ft clear all round, to avoid the dirt from the galley falling on the cotton. No precautions were taken to prevent sparks falling from the engine room funnel. The fire broke out almost immediately. I have absolutely no theory as to the origin of the fire.

Charles Taylor, first mate, James McInnes, chief engineer, and Kasuke Ikunaga, second mate, a so gave evidence after which the finding of the Court was announced as follows:—

Finding and order of a Naval Court held at Nagasaki on the seventeenth day of October, 1902, to investigate the circumstances attending the fire on and abandonment of the British steamship *Yoshino-maru*, of Hongkong, official number 86,119, when on a voyage from Shanghai to Kobe on or about the tenth day of October, 1902, and the cause of such fire and to enquire into the conduct of the master, certificated first mate, and crew of the said vessel. The *Yoshino-maru* was an iron steamship, official number 86,119 being called, sworn, and examined, deposed as follows:—I am Master of the *Yoshino-maru*, holding Master's Certificate of Competency issued at Liverpool in 1897. I am unable to produce it, as it was not saved from the ship. I have forgotten the number. I have been at sea for the last 17 or 18 years. I have been master in command of the *Yoshino-maru* since March 7th, 1902, or thereabouts. Chief Officer is the same vessel. 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When the hose was burnt and useless, I shouted to the chief engineer, "For God's sake, McInnes lower the lee lifeboat into the water, and get away from the ship," and this order was obeyed. Absolutely nothing could have been done to save the ship. The ship's papers were not saved. They were below in my room, in the top drawer, and I was unable to get them. I know nothing about insurance on ship or cargo, but have reason to believe the vessel was insured.

COTTAM &amp; CO. FOR SUMMER UNDERWEAR.

coupling the hose and jetting on the deck cargo. Looking aft, he found the cargo on the after deck to be also ablaze, and at once put the ship broadside on to the wind and sea, heading south, and gave orders to stop the engines, which was done. The fire making rapid headway, the hose being burnt, and the chief officer and part of the crew on the forecastle head being cut off from the bridge, and there being under the circumstances no hope of coping with the fire, the master determined to devote his energies to saving the crew, and for that purpose ordered out the boats, of which only two were available, the after boats having been burnt. At 1.30 p.m. two boats were lowered, and the greater part of the crew left the ship in them, standing by. The first mate and two members of the crew had by this time been driven over the bows, and were hanging to the anchor chains, the second mate in one of the boats. The master, second and third engineers had meantime retreated to the lower bridge, the only portion of the midships section of the vessel which was not on fire. At 1.40 p.m. a lifeboat from the United States Army Transport *Crook* approached the weather side of the *Yoshino-maru* and took off the first officer and two members of the crew from the bows. Finding it impossible, owing to the heat, to approach the vessel amidships, they lay about two boat lengths off. The master and two engineers, jumping into the water, were picked up by this boat. There was a heavy sea running at the time, and the rescue was attended with considerable danger. The Chief Officer in charge of the lifeboat of the *Crook* was severely injured in getting the men out of water. No attempt was made to start by the ship, which was then abandoned by the master and crew, who were taken on board the transport, which immediately proceeded to Nagasaki. Ship's papers were in the master's room below, and in addition to his private papers and effects and the effects of officers and crew, were abandoned. From the evidence it appears that the ship's galley was situated on the port side forward, and that a gangway led from the forecastle to the deck hands' latrine on the starboard side, between the forecastle head and the deck cargo. According to the evidence of the second officer, the fire was first noticed in the cotton stowed on the starboard side immediately about the latrine.

The Court having regard to the circumstances above stated finds as follows:—Although the evidence is to the effect that smoking had been strictly prohibited on deck, and that the galley fire had been extinguished an hour before the outbreak took place, in the opinion of this Court the only hypothesis to account for the outbreak of the fire is either that it was occasioned by a spark from the galley chimney or by smoking on the part of some person or persons unknown. There appears to be no reason to suspect that the fire was of an incendiary nature and the theory of spontaneous combustion seems likewise untenable.

That on the outbreak of the fire the master and officers showed judgment and resource, every-thing possible being done for the safety of the crew, and that the abandonment was inevitable.

That the master did not exercise sufficient foresight in not providing some covering for deck cargo of such an inflammable nature as loose cotton.

That the master navigated his vessel in a seamanlike and proper manner.

That proper discipline was maintained on board the ship.

The Court considers that the conduct of the master, first mate, and the three engineers is especially worthy of commendation.

That up to the evidence given the vessel appears to have been well found, sufficiently manned, and seaworthy, at the time of her departure from Shanghai, with the exception that no coverings were provided for the deck cargo.

The Court desires particularly to direct the attention of the Board of Trade to the fact that unpressed cotton packed in thin wrappers should not be carried as deck cargo unless covered by awnings or tarpaulins.

The Certificate of the master and first mate, which were not saved from the vessel, are not dealt with.

## AMOUNT OF THE INSURANCE.

The *Nagasaki Press* is informed that the cargo of the unfortunate *Yoshino-maru*, burnt at sea, was insured for Yen 97,500, with one Shanghai and three Japanese companies. The Japanese companies were concerned to the extent of Yen 52,550, and the Shanghai company Yen 44,950.

## OPIUM QUOTATIONS.

Hongkong, 29th October.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	NO SALES
LAST YEAR	@ \$960/1,000
OLDEST	@ 1,020/1,000
PATNA NEW	@ 950
OLD	@ 955
BENARES NEW	@ 945
OLD	NO STOCK
PERSIAN (PAPER)	@ 720/750

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HONGKONG.

## To-day's Advertisements.

## NOTICE.

IT is hereby notified that, in the absence of further Rainfall, on and after SATURDAY, the FIRST NOVEMBER, the SUPPLY OF WATER will be turned on in the Public mains during the following hours only:—

In the City of Victoria below Caine Road from 6 A.M. to 10 A.M.  
In Seymour Road, South side of Robinson Road, South side of Lower Richmond Road and South side of Macdonnell Road from 6 A.M. to 8 A.M.  
In Queen's Gardens from 6 A.M. to 7 A.M.  
In Peak Road above Queen's Gardens from 7 A.M. to 8 A.M.  
In Peak Road below Queen's Gardens from 8 A.M. to 9 A.M.  
In the Hill District:—  
From Victoria Peak to Victoria Gap from 6 A.M. to 6.45 A.M.  
From Victoria Gap to District bounded by Planation Road from 6.45 A.M. to 7.30 A.M.  
In Mount Gough District from 7.30 A.M. to 8.15 A.M.  
In Mount Kelleit District from 8.15 A.M. to 9 A.M.  
In Barker Road from 6 A.M. to 7.30 A.M.  
In Magazine Gap District from 7.30 A.M. to 9 A.M.

W. CHATHAM.

Water Authority.

Public Works Department, Hongkong, 29th October, 1902. [11384]

## JANET WALDORF COMPANY.

## THE EVENT OF THE SEASON.

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## THEATRE ROYAL.

MONDAY, NOVEMBER 17TH.

"A ROYAL DIVORCE."

"A ROYAL DIVORCE."

"A ROYAL DIVORCE."

Full announcements to follow.

ARTHUR SEYMOUR,

Representative.

Hongkong, 29th October, 1902. [11390]

## IN THE SUPREME COURT OF HONGKONG.

## IN THE MATTER OF THE ESTATE OF WILLIAM GEORGE, LATE OF VICTORIA, HONGKONG, MARINE ENGINEER, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an order limiting to the 31st day of JANUARY, 1903, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 29th day of October, 1902.

J. W. NORTON-KYSHE,







(OCTOBER 29th.

Hindustan	New York	Gibb, Livingston & Co.	November 1st
Kunsang	Singapore	Lardine, Matheson & Co.	November 1st
Sado Maru	Singapore	Nippon Yusen Kaisha.	November 2nd
Sydney	Sigon	Messageries Maritimes.	November 2nd
Tacoma	Shanghai	P. & S. S. Co.	November 3rd
Indrapura	Yap	Pacific Mail S. S. Co.	November 5th
Nippon Maru	San Francisco	Pacific Mail S. S. Co.	November 5th
Perak Vamam	Singapore	Velchers & Co.	November 7th
Tantalus	Singapore	Butterfield & Swire	November 8th
Peru	San Francisco	Pacific Mail S. S. Co.	November 12th
Athenian	Vancouver	C. P. R. Co.	November 12th
Tartar	Vancouver	C. P. R. Co.	November 12th
Alcious	Singapore	Butterfield & Swire	November 13th
Teenkai	Glasgow, &c.	Butte field & Swire	November 19th
Moynay	Glasgow, &c.	Butterfield & Swire	November 27th
Oopack	Glasgow, &c.	Butterfield & Swire	December 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected and" "Projected Sailings" are now published in these columns and in so doing respectfully ask the managers of the shipping firms to give orders to their clerks to furnish this office with the forms already supplied gratis, with the least available information they can.



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HONGKONG,

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Haberdashers and General Outfitters.

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WE NOW HOLD A FULL AND SMART STOCK OF LADIES' GENTLEMEN'S,  
AND CHILDRENS' BOOTS AND SHOES.

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DOWN QUILTS  
BEDSPREADS  
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SILKS  
FACINATORS  
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DRESS GOODS  
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FEATHERS  
FLOWERS  
SATIN RIBBONS  
CHIFFON FICHUS  
GLACE RIBBONS  
DRESS NETS

SILKS  
WOOL VESTS  
SILK SKIRTS

BOYS' REEFER COATS.

NEW  
WHITE STRAWS  
BLACK STRAWS  
WHITE TRIMMED FELT HATS  
CHIFFONS  
GLOVES  
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SILKS  
WOOL COMBINATION  
SILK VESTS

DRESS GOODS  
LADIES' JACKETS AND CAPES.

## IMPORTANT NOTICE TO LADIES.

ORDERS FOR ST. ANDREW'S BALL ARE NOW BEING BOOKED AND LADIES ARE  
REQUESTED TO PLACE THEM AS SOON AS POSSIBLE TO  
AVOID DISAPPOINTMENT.

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ARE NOW IN STOCK IN MUCH LARGER VARIETY THAN HERETOFORE AND  
WE ARE CONFIDENT THAT WE CAN SATISFACTORILY SUPPLY ALL  
WHO FAVOUR US WITH THEIR PATRONAGE.